

REPORT

TOPIC Schoenefeld Airfield

25X1

EVALUATION	PLACE OBTAINED.
1. <i>Very good</i>	1. <i>Very good</i>
2. <i>Good</i>	2. <i>Good</i>
3. <i>Fair</i>	3. <i>Fair</i>
4. <i>Poor</i>	4. <i>Poor</i>
5. <i>Very poor</i>	5. <i>Very poor</i>

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DATE OF CONTENT.

DATE OBTAINED _____ PREPARED 6 June 1955

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REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE).

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REMARKS.

This is UNEVALUATED
Information

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1. Between 1 April and 2 May 1955, the following commercial aircraft were observed at Schoenefeld airfield:

Soviet aircraft

Hungarian aircraft

Czech aircraft

Polish aircraft

During the reported period, Li-2s and Il-12s regularly practiced local flying at day and night.

After 18 April, four Li-2s [redacted] have again been observed east of the terminal building at the field. 25X1

On 30 April, four Li-2s [redacted] landed at the 25X1 field. 1

2. There were indications that the airfield was going to be taken over by the Germans. Soviet soldiers stated, however, that the auxiliary airfield at Diepensee would continue to be used by the Soviets even after the return of Schoenefeld airfield to German administration. About late April or early May 1955, Soviet personnel and equipment were moved from Schoenefeld to Diepensee.

On 29 April, the soldiers of the Soviet guard company, who wore red collar patches and who had previously been quartered at the motion picture theatre in Schoenefeld, moved to the "Osthalle" at Diepensee. The Soviet ~~commercial~~ pilots were to remain at Diepensee while the Polish, Czech, and Hungarian pilots were to be quartered and separated from the Russians at Schoenefeld. Separate meters for military and civilian installations were already being installed at Diepensee. Soviet civilians said that Schoenefeld airfield was to be turned over to German administration between nearly May and late July 1955. Elements of the civilian Soviet staff were to remain at the airport in order to familiarize the Germans with their work. ²

3. Lieutenant Colonel Lyzikov and his dependents flew to Moscow in a Soviet military plane at Easter. Mrs. Lyzikov bought a large suitcase at a Soviet shop the day prior to her departure. 3

4. On 14 April, 12 twin-engine transport aircraft, 4 biplanes. 1 high-wing

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CLASSIFICATION SECRET - NOFORN

FLASH (10)

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monoplane, and 2 commercial aircraft were observed at the field. Of these, four transport aircraft [redacted] were parked northeast of the eastern runway end. Five other transport aircraft [redacted] were observed in the northeastern corner of the installation, and three transport aircraft were parked in front of the building in Diepensee. The biplanes and high-wing monoplanes were parked in the northeastern corner of the field, the commercial aircraft in front of the departure hangar. Individual take-offs by twin-engine transport aircraft were seen.

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5. There appeared to be no change in the status of the PKV 45 DF station in the western extension of the runway and of the radio installations in the eastern extension of the runway. The radio installations could not be observed from a close distance because the roads leading to them were blocked. The 2 x 40 meters masts on Hedwigshoehe Hill were still in existence. The guards and the personnel of this installation were released daily at 1400 by soldiers stationed at the airfield. Truck [redacted] was used for this purpose.

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6. Motor vehicles identified on 14 April included: Trucks [redacted] and bus [redacted].

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7. [redacted]

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1. [redacted] Comment. Schoenefeld airfield is still occupied by an air transport regiment in addition to a transport and courier unit equipped with Li-2s and Il-12s. The airfield has continued to be used by Soviet and Satellite airline companies.

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2. [redacted] Comment. It appears that the airfield installations at Schoenefeld will be returned to German administration. The information on the continued use by the Soviets of the airfield at Diepensee is believed to be correct. The separate accommodation of the Soviet Aeroflot personnel is in line with Soviet procedures.

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